

TO EXPLORE BROOKLYN TO SEE TRANSIT EVILS.

Railroad Commissioners Announce a Determination to Study, in Person, Conditions Which Harass Citizens.

Rossiter Is Defiant When Figures Are Produced Before the Commission to Show Gross Over Capitalization.

Peace, Once Broken, Is Restored—Promise of a Ride from Coney Island to Harlem for Five Cents.

Exception was taken by the Rapid Transit president to statements of overcapitalization submitted by F. A. Cook and John McKay.

Brooklyn City Local..... \$12,000,000
Banded debt of present system..... \$2,496,500
Brooklyn Rapid Transit capital..... 45,000,000

Total capitalization..... \$100,496,500
Miles of double surface track..... 220.15
Capitalization per mile..... \$461,180
Actual value of physical property..... \$461,180
Water, representing financiers' valuation of surface franchises..... 62,000,000

Franchises owned but not developed, 200 miles.

To see for themselves the conditions of transit in Brooklyn, complained of the State Railroad Commissioners will travel with a committee of citizens over the street railway and elevated systems next Wednesday.

Chairman Ashley W. Cole, of the Commission, announced this after hearing a mass of testimony concerning the Brooklyn Rapid Transit Company and its new transfer system in the Special Sessions courtroom in the Borough Hall. Then Mr. Cole said:

"We desire to reach a conclusion before New Year's. We will hold sessions during next week if required. The Board is well informed on the subject. We can be in South Brooklyn at 6 in the morning, if necessary, and at the Bridge at 6 p. m. to observe the transfer system. We will ride for forty-eight hours if need be."

"We ought not to take any one in authority in the railway company," said William Durand, of the citizens' counsel, "for his presence would intimidate the employees."

A Man to Explain.

"You ought to take some one from this side," replied former Lieutenant-Governor William F. Sheehan, President Rossiter's counsel, "to make explanations of conditions."

"No doubt he could," put in Harry A. Hanbury, who speaks for a body of South Brooklynites. "By all means let the railroad be represented."

So it was arranged that the exploration of Brooklyn should begin at Sixty-fifth street and Third avenue—a place where the surface transfers have been abolished at 7 o'clock Wednesday morning.

At 7 o'clock, two weeks ago Mr. Cole and Mr. Hanbury had an altercation over Senator Michael Coffey's remark that the Commission was owned by the corporations. Senator Coffey appeared at the morning session yesterday and remarked that he understood that Mr. Cole "had something to say."

"That was my disposition," replied the chairman, "but to-day there is important business."

"You might have communicated with me before assaulting me," began Mr. Coffey. "I did not assault you. The reports that I called you a 'cur' or applied any other epithet to you are false."

Addressing Mr. Hanbury Mr. Cole said: "You misunderstood my remark at the former hearing about a ride from Coney Island to Harlem for five cents. That was not sarcasm, but was meant in all sincerity, am willing to retract any epithets I used."

At the beginning of the day Mr. Durand read a brief, reciting the history of the operation of the railroad system, its put being that at least on the Nassau lines it was illegal to abolish surface transfers and charge an extra five cents, as is done at Thirty-ninth street and Fifth avenue if passengers refuse to take the elevated trains. Frederick H. Cook then read a report in which he figured that the \$25,000,000 worth of bonds were capitalized at \$100,000,000.

Mr. Cook asked President Rossiter, who was sworn, to verify these figures, taken from a broker's handbook of railway securities. Mr. Rossiter protested that they were a mass of error, and then said that the errors "could not be honest." He denied that he had ever seen the book.

Sheehan Protects Rossiter.

Mr. Sheehan refused to allow Mr. Rossiter to be questioned on points relating to the capital of the Rapid Transit Company. "We don't propose to do anything of the kind," said Mr. Sheehan. "We are ready to answer these complaints, but this matter is one with which the Board has nothing to do."

"It is relevant to show," said Mr. Cook, "that the financial condition of this company, whose capital is largely derived from the public, is such as to make it impossible to prevent the Board from ordering a reasonable rate of fare. The desire to earn dividends on watered stock is the reason, as we shall show, for the transfer of the transfer system made a month ago. The company increased its earnings \$22,000 last month because of it."

In the afternoon testimony was given by Dr. R. C. Eager, of Bensonhurst, who said that the elevated cars were always dirty. Cars used for smokers were changed about for ladies' use without being cleaned. Mr. Rossiter said that this had been reformed within ten days. "I would like to abolish them altogether," said Mr. Rossiter.

BOYS TRAIN FOR PUGILISM AND LIVE IN A CELLAR.

Black and White Pair Is Found in a Bleeker Street Place by a Policeman.

Policeman John L. Sullivan, of the Mercer street squad, made a record for that name by arresting a black and white team of juvenile pugilists in front of No. 198 Bleeker street, on Friday night.

The two boys, Eddie Eymes, eleven years old, colored, and Clarence Valentine, seven years old, were arraigned before Magistrate Deuel yesterday morning at Jefferson Market, who committed them to the care of the Girls Society.

Sullivan says that these boys have been making their training quarters and home in the cellar of the Bleeker street house, where they had fitted up a bunk and stored up what food they could procure.

Died in the Post Office.

Isaac Hirsch, fifty years of age, of 1801 Lexington avenue, was seized with hemorrhage in the general Post Office yesterday afternoon and died before the arrival of an ambulance.

JOHN I. BLAIR, AGED CROCEUS, STEAD



John I. Blair and His Home.

Amassed More Than \$50,000,000 by His Own Efforts.

PENNYLESS AT START.

A Boy Trapper, Clerk, Store-keeper and Great Railroad King.

John Inslee Blair, railroad owner, banker and pioneer developer of Pennsylvania coal fields, worth at least \$50,000,000, died in Blairstown, N. J., which he founded, yesterday morning at 5 o'clock, in his sixty-eighth year.

The venerable man of affairs yielded rather to the burden of old age than to any active malady.

His life illustrates better, perhaps, than that of any other American, save old Commodore Vanderbilt, the possibilities of energy, thrift and perseverance. He built not only his own magnificent fortune by his individual efforts, but the fortunes of many others.

Mr. Blair was born Aug. 22, 1832, in a small settlement below Belvidere on the Delaware River. He was of Scotch descent. The founder of the family was John Blair, who came to this country from Scotland and settled in New Jersey in 1720. John Blair, the founder of the family, obtained the original charter for Princeton College. John was Professor of Moral Philosophy in Princeton and Samuel occupied the chair of rhetoric.

John I. Blair's ambitions differed from those of his ancestors. He set out early in life to make money. He preferred to catch muskrats and rabbits and sell their skins, rather than pore over the abstractions of logic. His early outdoor activities gave him that strong frame and powerful constitution which carried him through so many years of success in business. At eleven years of age he became a clerk in a country store. By seventeen he owned his own store. He prospered. In a few years he owned five stores in several New Jersey towns.

began Building Railroads.

Although he amassed a fortune in the business of a storekeeper, great wealth did not flow toward him until he began building and developing railroads. In the early thirties the Central Pennsylvania coal fields were practically untouched. Mr. Blair associated himself in 1839 with the Scranton brothers and built extensive rolling mills at Yocum. The city of Scranton came out of these operations. Associated with a syndicate made up of Moses Taylor, Israel D. Condit, Marshall O. Roberts, William F. Dodge, and Robert C. Winthrop, Mr. Blair began to network the coal regions with railroads. At about this time the syndicate built a railroad from Oswego, N. Y., to Ithaca.

This was the beginning. At the time of his death Mr. Blair held large interests in railway railroads, the most important of which are the Delaware, Lackawanna & Western; Burlington, Cedar Rapids & Northern; part of the Union Pacific, Chicago and Northwestern, Chicago & Pacific, sections of the New York, Susquehanna & Western, the St. Louis & Hannibal, Bangor & Portland, Kansas City & Southern, Cedar Rapids & Missouri River, Kansas City, Osceola & Southern.

Mr. Blair was a delegate to the Republican Convention in 1860 which nominated Abraham Lincoln for President. It was at about this time that he began to develop the western railroads. In a few years he had expended \$20,000,000 in these operations. The owners of numerous large tracts of land in the West, and the Government, had received 1,000,000 acres. He organized land companies, and forests, fields and mines were made to contribute to his railroads.

Defeated for Governor.

The millionaire became a candidate for Governor of New Jersey in 1883, but was defeated by his Democratic opponent. His neighbors gained an idea of his wealth when John B. Allay brought suit against him for \$2,500,000, which was the net growth of a railroad transaction. Mr. Blair gave bond for \$5,000,000 in this suit. Government securities having been furnished to the court.

Four years ago, on account of his advanced age, Mr. Blair gave up active business and entrusted the bulk of his affairs to his son, De Witt Clinton Blair, his nephew and private secretary; Dr. W. H. Valland, and Conrad Miller. He was a member of the board of directors of Blair & Co., at No. 33 Wall street. Members of the firm said yesterday that the contingency of Mr. Blair's death had long been provided for, and that no change would be made in the name or business of the concern.

He was a prominent part in directing the affairs of the railroads in which he was interested up to ten years ago. At the

time of his death he was an officer of the Delaware, Lackawanna & Western and the Chicago & Northwestern Railroad. He was president of the Kansas City, Osceola & Southern, a director in the St. Louis & Hannibal, the Bangor & Portland, the Chicago & Susquehanna, the Chicago, Iowa & Nebraska, and the Green Bay & Western railroads.

Mr. Blair gave \$50,000 to Princeton College, the same sum to Lafayette College, and rebuilt Grinnell College, in Iowa, which was destroyed by a cyclone.

Estimate of His Wealth.

His estate is estimated to be worth from \$50,000,000 to \$70,000,000. He leaves one son, one daughter, several grandchildren, two nephews and several great nieces and nephews. At the time of his death he was a widower.

His daughter married Charles Scribner, head of the publishing house of Charles Scribner's Sons.

Two years ago the people of Blairstown, founded by the old man celebrated his ninety-seventh birthday. The townsmen closed the doors of their stores, hired a band and serenaded the patriarch. He disliked fuss and formality and sent the band away, but ordered a barrel of doughnuts opened and served to the people. Mr. Blair had been gradually failing for four months, and a trained nurse was in constant attendance. In his last days he sat at a window in the old house where he had spent so many years, and his neighbors could daily watch the waning progress of his life.

WOMAN IN LIFE-SAVING BASKET LOST AT SEA.

Steamer Weeott Founders in Humboldt Bay, but Only Two Passengers Fail to Escape.

Eureka, Cal., Dec. 2.—The steamer Weeott lies a total wreck on the South Jetty of Humboldt Bay, having struck the rocks there. Of the twenty-four persons on board all are safe but two. One passenger, Mrs. Carmichael, a resident of Ferndale, this county, and Gus Nelson, a seaman, lost their lives.

Mrs. Carmichael was the first person the life-saving crew tried to rescue. She was in the basket which was on the life line to the doomed vessel from the jetty. A big breaker struck the basket as she was almost in the arms of her rescuers and she was swept away. Nelson was killed by a falling spar. The Weeott was owned by the N. H. S. Steamship Company, otherwise the Charles P. Doe Company, of San Francisco.

DAVIS, OF INTERIOR DEPT., WILL GO TO TRANSVAAL.

Assistant Secretary Intends to Study the African War Within Both Lines.

Kansas City, Dec. 2.—Assistant Secretary Webster Davis, of the Interior Department, will sail from New York on next Tuesday for Cape Town, South Africa. He expects to be gone at least three months. It is his intention to study the Boer war. He will be the guest of the Cape Town of Colonel J. G. Stowe, of Kansas City, Consul-General at that port.

Mr. Davis expects later to get into the Transvaal as the guest of Pretorius Kruger. There he will compile material for a series of lectures on the different aspects of the war.

MORTGAGE FOR \$5,000,000 BEARS \$2,500 REVENUE STAMP.

It Is Made by the American Mailing Company to Secure an Issue of Bonds.

The American Mailing Company, a New Jersey corporation, yesterday filed a deed of trust to Walter G. Oakman and George H. Turnbull, as trustees, for \$5,000,000, to secure an issue of 6 percent gold bonds for that amount.

The mortgage affects property in several States, and property in this city. The document has a revenue stamp tax of \$2,500.

Woman Artist Held for Theft.

Jeanette Reed, of No. 154 West Thirty-fifth street, was the name and address given by a woman arraigned in the Jefferson Market Police Court yesterday on a charge of stealing a pocketbook valued at \$10 from a department store in West Twenty-third street. The prisoner, who was held in \$300 bail for trial, would tell nothing about her crime, except to say that she was born in France and that she is an artist.

Arrested at His Aunt's Funeral.

Edward Flannagan, who, it is said, has served a term in the Elmira Reformatory, was held in \$1,000 bail by Magistrate Denen, in the Jefferson Market Court, yesterday for trial in the Court of Sessions on a charge of burglary. Flannagan was arrested while attending the funeral of his aunt, Mrs. James Cunningham, at No. 454 West Twenty-eighth street.

Saved From Drink.

Absolute Proof That the Liquor Habit Can Be Cured.

The chief superior points of Dr. Bartlett's treatment for alcoholism are: It is taken at home, without publicity. It does away with the expense and notoriety of hospital treatment. No injurious injections. It tones the stomach and improves the general health. It cures the disease of alcoholism, not merely temporarily relieving the drink craving. The expense is very small—less than the cost of liquor during the time of treatment.

The following are extracts from letters of the original patients of the Bartlett Cure for Alcoholism. "Hou. L. S. Coffin, President Railroad Temperance Association of America: The work of the Bartlett Cure is well known. It stands in advance of all other cures for drunkenness. Father Charles, President of Catholic Total Abstinence Society of America: If the Bartlett Cure be properly taken it will cure alcoholism more effectively than any other remedy at present known. Dr. A. P. Russell, M. D., Oshkosh, Wis.: It is the best treatment for alcoholism that has come under my observation."

Interested parties who write Dr. Bartlett's latest book on alcoholism, mailed free. The Bartlett Cure Co., D. C. Suite 13, 155 Washington st., Chicago.

RODE TO GOTHAM IN A SEWER PIPE.

Philadelphia Entirely Too Slow for a Boy Stutterer.

PICKED UP IN BOWERY.

Couldn't Call Names of Papers He Sold—Chewed Bicycle Balls for Malady.

A small boy who stuttered so badly that he could not call out the name of the newspaper he was selling went up and down the Bowery on Friday night. Agent Diamond, of the Gerry society, arrested him.

"What am I pined for?" he cried, stuttering. "Is it because I haven't got any voice?"

He was locked up on suspicion. Under pressure he admitted that he was Lou's Kennessy, a runaway, aged twelve, of No. 335 Monroe street, Philadelphia. Although from the Quaker City, he is very bright—one of the brightest youths the Gerry society has captured lately.

"It was too slow over there," he said. "Why, they grow huckleberries on Chestnut street. I couldn't stand it any longer. I came from England three years ago. My father goes around mending locks and sharpening knives and saying he's an old Sheffield cutler."

"I was much too lively for Philadelphia, and so they put me in the reformatory. It was quite exciting there compared with Market street. I stayed in the reformatory a year and a half and then they said I was reformed and let me go. But I wasn't reformed. That shows how much they know."

"I had rows in school because I stuttered. They thought I did it for fun and I bought his remedy for 15 cents. I've got them there now."

The boy produced three balls taken from the ball bearings of a bicycle. The matron in charge of the reformatory took them and attempted to buy them for 50 cents, but he would not surrender the remedy, but he sat at a window in the old house where he had spent so many years, and his neighbors could daily watch the waning progress of his life.

After I bought the "remedy," he proceeded to jump on a freight train at Trenton and came to New York riding in a sewer pipe on a flat car. I went over to Park street and found them waiting for me. There a boy bought me some papers, sold them for 25 cents and when I'd earned that much the boys took it all away from me. They had to beat me first, though.

"Judge," he exclaimed, "if you won't turn me loose I'd like you to send me back to Trenton and let me ride in the sewer pipe. Perhaps the prison is a little gayer than Philadelphia, but it's a very slow place."

The refugee will be held until his parents are heard from.

BRAVE WOMAN IN SADDLE CLINGS TO RUNAWAY HORSE.

He Runs Away in the Park and Is Stopped by a Policeman After a Hard Ride.

A bay horse, ridden by a handsome young woman dressed in a black habit and derby hat, took flight at a Park cart on the bridge path in Central Park, at Seventy-seventh street, yesterday, and, taking the bit between its teeth, dashed down the path.

The woman tugged at the reins, but managed to keep her seat in the saddle. Mounted Patrolman Howard, after a hard chase, caught the runaway at Sixty-seventh street and brought the horse to a standstill.

The young woman gave her name as Miss Carrie Jones, of No. 125 West Thirtieth street. She said she was unharmed and rode away on the horse.

ORDERS AND TRANSFERS IN UNITED STATES NAVY.

Washington, Dec. 2.—These navy orders and transfers were issued to-day:

Passed Assistant Surgeon A. W. Dunbar, from the Reunited to home and waiting orders; Medical Inspector G. E. H. Hays, from the Reunited to home and waiting orders; Medical Director D. Dickinson, from the Reunited to home and waiting orders; Commander H. B. Mansfield, to command the Reunited.

Ensign W. R. Gherard, to Saratoga, Dec. 11; Lieutenant A. E. Davis, from the Saratoga, Dec. 10, to home and waiting orders; Commander C. C. Totten, to Hydrographic Office.

Lieutenant J. M. McConick, to command the Potomac; Lieutenant M. L. Bristol, to navy yard, Washington; Lieutenant C. K. Wells, to Atlantic station; Lieutenant C. Wells, order for duty on the Machias rebeked.

Miss Wanda Koppel to Sing.

Miss Wanda Koppel, the soprano, will give a series of three concerts, the first of which will be held at Mendelssohn Hall next Thursday night. The others are to be held at the same place on the afternoons of January 18 and March 1. Miss Koppel will be assisted by Miss Marie W. Bartlett, composer, and Max Liebling, accompanist.

THE SECRET OF LIFE-LONG LOVELINESS

How It May Be OBTAINED, REGAINED AND MAINTAINED.

BEAUTY AND FASHION, ADMIRATION AND SOCIAL SUCCESS, and MATRIMONIAL CERTAINTY are the HAPPY LOT of ALL WOMEN who use DR. CAMPBELL'S SAFE ARSENIC COMPLEXION WAFERS AND FOULDS' MEDICATED ARSENIC COMPLEXION SOAP.

When you have read what follows you will know how this MAGNET OF BEAUTY may be yours for

ONE DOLLAR ONLY IF YOU SEND NOW.

I HAD NO INTENTION of receiving my offer to mail for ONE DOLLAR a full sixty days' daily treatment of DR. CAMPBELL'S WORLD FAMOUS SAFE ARSENIC COMPLEXION WAFERS AND FOULDS' MEDICATED ARSENIC COMPLEXION SOAP—sufficient to make the most hopelessly discolored and wrinkled complexion PURE, YOUTHFUL, DELICATE and DAINTY, and the dull eyes LUSTROUS, FASCINATING and IRRESISTIBLE, but the overwhelming response from ladies who at once took advantage of the largely reduced prices and the receipt of nearly TWO THOUSAND letters from others asking me to extend the time, have induced me to renew my UNPAID OFFER until December 31st.

I offer, therefore, for ONE DOLLAR only, to send a guaranteed SIXTY DAYS' daily supply of the Wafers and Soap—enough, as a rule, to trans-

form the VERY WORST into the VERY BEST complexion, and at any age.

In addition, if, in EXTERNAL INSTANCES, a perfect complexion is not attained within SIXTY DAYS, I will send—BUT ONLY IN SUCH CASES—the WAFERS and SOAP at this low DOLLAR RATE, UNTIL YOU ARE ENTIRELY SATISFIED WITH YOUR SKIN, EYES and COMPLEXION.

IT IS BEST TO SEND NOW, enclosing this ad., as after DECEMBER 31st we shall not sell the WAFERS and SOAP at this price. REMEMBER, SIXTY DAYS' DAILY TREATMENT, ONE DOLLAR, at office or by mail.

NO ORDERS FILLED WITHOUT THIS AD. ADDRESS: H. B. FOULDS, ROOM 20, 214 4TH AVE., NEW YORK.

SOLD BY DRUGGISTS EVERYWHERE.

OLD STAGE DRIVER QUILTS THE ROAD.

Drove Between Greenwich and Banksville for 55 Years.

MISSED BUT ONE DAY

Silas Derby Saw Banksville Decay from a State of Prosperity.

When Silas Derby reached Greenwich on Thanksgiving Day after his eight-mile drive from Banksville he tied up his rig for good, after having driven his old stage for a period of fifty-five years and having a record of going for forty-eight years missing but one day. Old Derby was one of the most familiar figures between Greenwich and Banksville.

He is now over eighty years old, but is active and agile and says he could drive the old stage for years yet. In these fifty-five years Derby has had many an interesting experience. He likes to talk about them, too, and when he gets in a reminiscent mood can tell an entertaining story.

He likes to tell of what Banksville once was, and in this respect his story is different from that of most old-timers. Instead of driving a contrast between a thriving town of today and the quiet village of days gone by, Derby has to tell of a flourishing little manufacturing place that stood back of Greenwich a few score years ago and of its gradual decline into a small and almost forgotten little hamlet. It was when Banksville flourished that the stage driver netted the money which now permits him to retire well to do. The place was then given up to the manufacturing of shoes. A feature of his business then was acting in the capacity of a messenger between the factories and the business centre of Greenwich. Gradually, factories, or shops, as they were called, went out of business, the people who had found employment there went elsewhere and Banksville sank into its present desolate state.

"In all these years," says Derby, "I was so punctual that people set their clocks by me, and those who had no clocks used me for a clock. Not once did I miss a trip into Banksville. I never failed to bring the snow stalled me this side of Banksville."

That trip came near being the last one for Derby to make. He was advised to attempt to drive the stage, but he refused to do so, and so started off. He reached Stanwich and could go no further. He was laid up for several weeks as a result of his venture.

Derby is one of the very few men who can move free of charge over the New Haven Railroad. The company gave him a pass when he first started his stage route in return for the service he rendered to bringing passengers from the country districts to the station. He has used his pass, he says, but once or twice, and on one of his last trips he was laid up. For many years he carried the mail between Banksville and Greenwich, but when the Star Route system was introduced he had to give way to modern competition.

BOY, RUN OVER, DIES IN HIS MOTHER'S ARMS.

Eight-Year-Old Joseph Manning the Victim of a Brewery Wagon While Playing.

Joseph Manning, eight years old, living at No. 1000 Third avenue, died in his mother's arms yesterday from injuries received by being run over by a brewery wagon.

The boy was playing in East Ninetieth street when knocked down, one of the wheels of the wagon passing over his head. He was killed by his playmates, and one of the number, Dennis Sheehan, of No. 108 East Ninetieth street, helped him walk home.

500 EMIGRANTS GOT LEFT.

All Had Tickets for Genoa, but Steamship Ems Had No Room for Them.

When the North German steamship Ems left her pier in Hoboken yesterday 500 angry Italians pranced wildly about the dock. They all had tickets for Genoa, but the officials of the line declared the steamer had a full passenger list and no more could be taken aboard.

By utilizing the second cabin staterooms and the hold, usually utilized for storing baggage, the officials managed to make room for 1,010 steerage passengers. Among the passengers were a number of Italian women and children, who cried bitterly. The police kept the men in order. The rush was caused by the excessive sale of tickets by inland agents within a few days, in time, to the agents here, the number of their sales.

The emigrants will be sent here at the expense of the company until Monday, when they will be transferred to the Prince Line.

Stricken by Apoplexy at a Meeting.

Hudson G. Wolfe, of No. 107 West Forty-third street, is in the New York Hospital to-day in a serious condition. He was stricken by apoplexy while attending a meeting of Lafayette Post, G. A. R., at the Masonic Temple, at Twenty-third street and Sixth avenue, on Friday evening. He fell over in his chair suddenly.

Only three weeks to Christmas! Keane is ready for it—never had so big a stock of Substantial Holiday Presents. To start early buying SPECIAL prices are made—much LOWER than usual. On these advance purchases there will also be EXTRA LIBERALITY in terms. Keane wants you to select NOW—and pays you well to do it by lower prices and easier payments.

In addition to Furniture Keane offers pretty Lamps and Clocks and Vases and Rugs and all sorts of welcome Holiday Gifts—all included in this Advance Sale—all at special prices—and terms that are extra easy. Fix up the home right now—buy Holiday Presents at this Advance Sale—twill pay you handsomely.

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Only three weeks to Christmas! Keane is ready for it—never had so big a stock of Substantial Holiday Presents. To start early buying SPECIAL prices are made—much LOWER than usual. On these advance purchases there will also be EXTRA LIBERALITY in terms. Keane wants you to select NOW—and pays you well to do it by lower prices and easier payments.

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